



April 2016

H 232 Bicycle Safety Report

Kevin Lacy and Lauren Blackburn



H 232 Report

- Working group met four times between August and November 2015
- NCDOT drafted report and released to working group December 2015
- Submitted to Joint Legislative Transportation Oversight Committee on January 8, 2016
- Recommendations in the report are not being presented as NCDOT legislative recommendations for the 2016 short session
- Full report posted to <http://www.ncdot.gov/bikeped/lawspolicies/>



H 232 Working Group Members

Master Trooper Christopher Knox – State Highway Patrol (law enforcement representative)

Wes Dickson – Owner of Sycamore Cycles in Brevard (bicycle industry representative)

Fred Burt – Farmer in Fuquay-Varina (agriculture industry representative)

Crystal Collins – NC Trucking Association (trucking industry representative)

Chris O’Keefe – Director of Development Services, New Hanover County (county government representative)

Jim Westmoreland – Greensboro City Manager (municipal government representative)



H 232 Working Group Members

James Gallagher – UNC Highway Safety Research Center staff (UNC HSRC representative)

Kevin Lacy – NCDOT State Traffic Engineer

Lauren Blackburn – NCDOT Bicycle and Pedestrian Division Director

Steven Goodridge – member of Bike Walk NC, statewide bicycle advocacy organization

Chuck Hobgood – President of North Carolina Amateur Sports

Sergeant Michael Montayne – City of Greenville Police Department



H 232 Issues

1. How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited (specified by House Bill 232)

Working group action/NCDOT recommendation

Drafted statutory language to permit passing bicyclists over the double yellow line under otherwise safe conditions:

“§ 20-150. Limitations on privilege of overtaking and passing.

(e1) Defense. - It shall be a defense to a violation of sub-section (e) of this section if the operator of a motor vehicle shows all of the following:

- 1) Is overtaking and passing a bicycle or bicycles as defined by 20-171.1 proceeding in the same direction,
- 2) Is in compliance with subsections (a), (b), (c), and (d) of this section.
- 3) Provides a minimum of 4' or completely enters the left lane.
- 4) And the operators of bicycles that will be passed has not provided signal of their intention to perform a left turn.
- 5) And did not interfere with the bicycle(s) being passed”



H 232 Issues

2. Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast (specified by House Bill 232)

Working group action

Recommends training cyclists best practices in group riding

NCDOT recommendation

Drafted statutory language to allow for cyclists to operate no more than two abreast in the same travel lane:

“Bicyclists shall not operate more than two abreast in a single marked travel lane on public roadways except when overtaking another bicyclist. Bicyclists shall not move left, change formation, or otherwise interfere with a vehicle performing a safe pass.”



H 232 Issues

3. Whether bicyclists should be required to carry a form of identification (specified by House Bill 232)

Working group action/NCDOT recommendation

Recommended no statutory change.



H 232 Issues

4. Visibility (clothing or other reflective gear) and lighting requirements

Working group action/NCDOT recommendation

Drafted statutory language to require rear light or bright clothing when cycling at night.

“§ 20-129(e) Lamps on Bicycles.

Every bicycle shall be equipped with a lighted lamp on the front thereof, visible under normal atmospheric conditions from a distance of at least 300 feet in front of such bicycle. Bicycles shall also be equipped with a lamp on the rear, exhibiting a red light visible under like conditions when used at night, or wear clothing or vest that is bright and visible from a distance of at least 300 feet to the rear of the bicycle.”

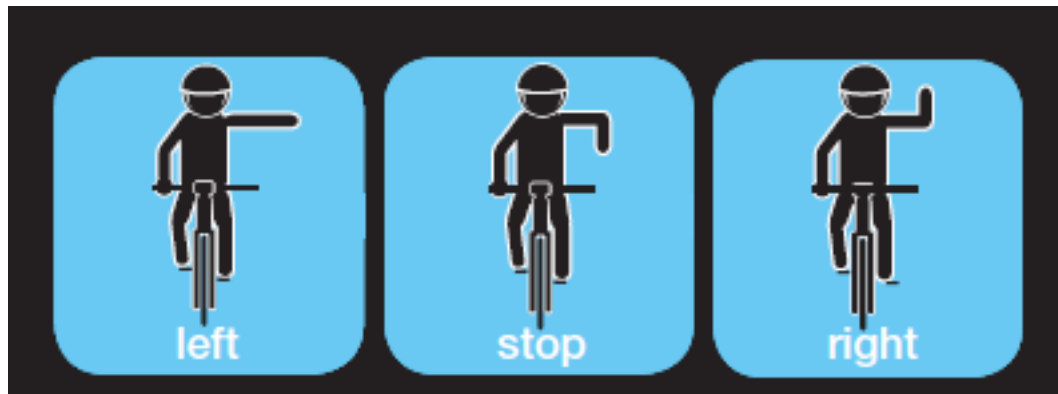


H 232 Issues

5. Options for hand signals for turning

Working group action/NCDOT recommendation

Recommends statutory change to allow cyclists to extend right hand to signal right turn.



H 232 Issues

6. Two-feet or other passing distance requirements

Working group action

Did not form a recommendation.

NCDOT recommendation

- Recommends statutory change to require that motor vehicles overtake cyclists by a minimum of 4-foot passing distance
- Passing in the other lane is stated as the recommended best practice.



H 232 Issues

7. Operating position in roadway

Working group action

Recommended no statutory change.

NCDOT recommendation

Recommends statutory change to require cyclists riding under both of the following conditions to ride in the right half or center of the right-hand travel lane:

- Cyclists riding single file or individually
- On roadways with speed limits posted > 35 mph

The following exceptions are included in the recommendation:

- those listed in § 20-146
- when the cyclist(s) is travelling within 15 mph of the posted speed limit
- when the cyclist(s) needs to avoid right turn lanes, parked car door swing areas, or other vehicles crossing the roadway



H 232 Issues

8. Informal group rides on rural roadways

Working group action

Produced a draft resolution requesting a public education program focused on best practices for group rides.

NCDOT recommendation

- Concurs with working group action to provide an education program.
- Recommends statutory change to require permits for group of 30 or more cyclists riding under the following conditions:
 - when riding in formation
 - on roadways with speed limits posted > 35 miles per hour
 - following current permit process used for “bicycle racing” or special events

9. Use of headphones or texting while cycling

Working group action/NCDOT recommendation

Refers to draft resolution and request for public education program to discourage distracted cycling



H 232 Issues

10. Aggressive driving, harassment, and distracted driving laws

Working group action/NCDOT recommendation

Did not recommend changes to statutes.

11. Vulnerable road user protection

Working group action

Did not form a recommendation.

NCDOT recommendation

- Recommends statutory change to add “bicycle operators” to 20-154 a1, a2
- Would extend current motorcycle legal protections to bicyclists involved in a crash



H 232 Issues

12. Formal group event permitting and regulations

Working group action/NCDOT recommendation

Recommends that NCDOT review its current permit process to ensure the following:

- local officials are aware of statutory obligations
- property access is properly maintained during special events



Thanks!

